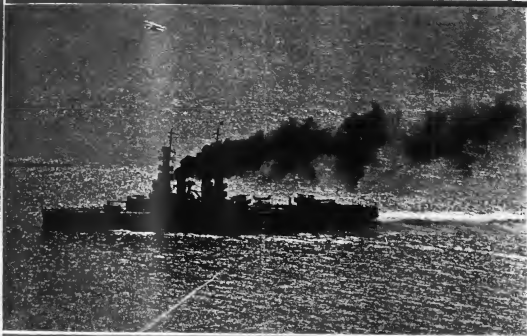


# AVIATION

OCTOBER 9, 1922

Issued Weekly

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Naval Torpedo Plane Scoring a Direct Hit on the U.S.S. Arkansas

VOLUME  
XIII

## SPECIAL FEATURES

Number  
15

THE WORLD'S OFFICIAL AIRPLANE RECORDS  
REGULATIONS OF THE DETROIT AIRPLANE RACES  
BIOGRAPHIC NOTES OF THE ARMY AND NAVY ENTRANTS

THE GARDNER, MOFFAT CO., INC.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK

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BORDEN & REVIEW AVENUES,

LONG ISLAND CITY, NEW YORK

OCTOBER 9, 1922

# AVIATION

VOL. XIII. NO. 15

*Member of the Audit Bureau of Circulations*

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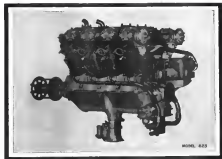
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# AVIATION

Vol. XIII

OCTOBER 5, 1932

No. 15

### The Second National Aero Congress

**T**HE opportunity that will be given to the aeronautical groups of all over the country to express into a coherent action, representatives of American aeronautics, will be one of the most important results of the Detroit efforts. That such an organization is needed has been evident ever since the air war. It has taken the "get-together" spirit of Detroit to make this possible.

The new association, in order to fulfill its main purpose must be more than a mere aggregation of dissident names. It must be led and directed by men who are heart and soul believers in aviation, and who have the aviator's point of view. A policy of compromise with those affecting national aviation will not satisfy those whose interest in aviation is personal. A definite policy covering all aeronautics efforts should be adopted by the new association at the earliest opportunity, and made public for the general consideration of its members.

The control of licensing pilots, sanctioning routes, and the compilation of records, if vested in the body, should be placed in the strongest contention that could be raised. For the last few years this work was done in a manner which had some severity about it. The men who will control these vital matters should not only be experienced as flying—they should also be familiar with the multiple details which have to be attended to in the recording of air achievements.

The organization work of the Aeronautics Committee has been done on a nation-wide basis, and no effort has been spared to have every section of the country represented. If, with such difficulties, the National Aeronautics Association is organized, and the permanent officers and committees are equally representative, the success of the new body will be assured from the start.

### Usefulness of Gliding Flights

**A** VIOLENT controversy is raging at present in the French press regarding the usefulness of the coast riding and soaring competition near Clermont-Ferrand. There are those who, judged by the greatly superior performance achieved by the Germans at the last White meet, emphasize that any practical results are likely to accrue from tests with motorless airplanes. Others maintain that such tests, far from encouraging an era of general motorless flying, should merely be looked upon as an experimental shop where aerodynamic combinations (that is, the assembly of wings, fuselage and tail surfaces) will be tried out to the benefit of some composite power flight.

The French aviation enthusiasts have ever been keen on developing cheap flying machines wherever it appears aviation and living the airplane within the reach of anybody who can afford to own an automobile. The necessary requisite of such a machine is evidently a much lower horse-

power than is now required for solo flight. It is therefore surprising to record that the organizers of the Clermont-Ferrand gliding meet are considering to open next year's competition to airplanes of extremely low horsepower and low net weight—10 hp. and 500 lb., according to one information—used to exclude soaring machines proper.

Whether such extreme views will prevail in the ultimate decision remains to be seen. We do not believe that experimentation, with facilities laid especially for soaring should be discouraged, quite on the contrary we are of the opinion that such students, when headed by competent pilots, afford the best possible "experimental shop" for the refinements still required by power-driven airplanes. On the other hand, however, we believe that the very low powered airplanes—the French now call a *motoplane*—are also a development worth pursuing. Airplane designers are apt to forget that there have been a quantity of airplanes in the past which have flown, and flown well, with a horsepower anywhere between one and twenty horsepower, and that "motoplanes" with horsepower as really an outgrowth of war design—when the government paid for the gasoline and oil, and also for the upkeep, not the cost of the aircraft.

### A "Complete" Airport

**W**HAT is probably the only airport of its kind in the world is now being built by the French air department on the shores of the Lake of Tunis, near the ruins of Carthage. This airport, which will have a surface area of over an square miles, will be equipped to shelter airplanes (however as well as heavier-than-air craft, and airplanes as well as land planes. A portion of the airport will be restricted to the use of military aircraft, while the remaining area will be open to civil aircraft of all descriptions.

A glance at a map or atlas will at once show why the French air department is building such an enormous airport in North Africa. Tunis is situated about midway on the northern shore of the Mediterranean Sea, a situation which makes it an ideal junction point for the coming airways which will connect Europe with South America by way of Africa and with South Africa. The French air department has elaborated a comprehensive plan for covering the Mediterranean Sea with a network of airways, some of which are already in operation, while others are to be inaugurated and sprung. Some of these services, for instance the one to South America, are to be operated with airplanes, while the coastal routes will be run with flying boats, and land planes are to be employed on the trans-African services. Hence it is not natural that the junction point of such a varied network of airways should require an airport comprising the most complete installation, and the French air department is showing considerable foresight in preparing the ground organization well ahead of the needs of the present moment.





lowering of both red and white flags. If any contestant has difficulty in starting his motor, his constant starter will not raise the red flag, but, when the Chief Starter raises the White warning flag, will raise a white flag, which is a request for a deferred start. Deferred starts shall be granted without penalty except that no plane will be allowed to start after a delay of one hour. Any plane having once started cannot receive another start; however, it may complete the race though turned down, provided it can do so before 5:30 p. m.

#### 4. The Finish

The finishing time will be taken when each plane crosses the finish line between the marks indicating this line, after having completed the full course, approximately 240 miles.

#### 5. The Winner

Of first place shall be the pilot who has completed the full course in the shortest elapsed time, and of each second place the second best time, etc., provided the pilot is not disqualified. The Liberty Engine Builders' Trophy will be awarded to victor of winning airplane, and the prize money paid to the victor of the winning airplane. Agreements between pilots and contestants as to their proportional share of the prize money will be signed by the Contest Committee, who will pay the prize money in accordance with agreements in writing between

pilots and contestants, presented to the Contest Committee prior to the race, or within twenty-four hours after the finish of the race.

#### 6. Qualifications

Same as for Event No. 2

#### 7. Disqualifications

Same as for Event No. 2

#### 8. Rules of the Race

Same as for Event No. 2

#### 9. Prizes

Same as for Event No. 2

#### 10. Numbers

Same as for Event No. 2

#### 11. Acknowledgments

Same as for Event No. 2

#### 12. Number of Contestants

Minimum number of contestants FIVE.

Max. num. number of contestants FIFTY.

## Pulitzer Trophy Race

Event No. 5, Saturday, October 14

Cash Prizes	
First Prize	\$12,000.00
Second Prize	\$3,000.00
Third Prize	\$2,000.00
Total	\$17,000.00

#### Freedom-All Race for High-Speed Airplanes

##### Promotion of David G. Gill

The Pulitzer Trophy, donated by Mr. Ralph Pulitzer, Mr. Joseph Pulitzer, Jr., and Mr. Herbert Pulitzer, to the Aero Club of America, shall be perpetual and awarded annually for airplanes, and shall be awarded each year to the Aero Club represented by the pilot of the winning airplane, and this Club shall be entitled to the possession of the trophy, with one month prior to the next succeeding contest at which time the trophy shall be returned to the Aero Club of America. The Contest Committee of the Aero Club of America, with the consent of the Board of Governors, has the privilege of conducting such annual contest for the Pulitzer Trophy, or of assigning this privilege, under restriction, to any other Club or organization.

Gold, Silver and Bronze plaques will be given by the Donors



The L-W-F "Dad" heavy bomber, entered by the Army Air Service in the Detroit News Aerial Mail Trophy race, Oct. 12, for large capacity, multi-engine airplane

October 5, 1932

AVIATION

483



The Pacific Transport (2-800 hp Liberty's), Army entry No. 6 in the Detroit News Aerial Mail Trophy race. Pilot, Lt. Erik H. Nelson

#### 5. Get Set

The starting signal will be given at 3 p. m. Airplanes to be in their allotted places on the field at 2 p. m. Pilots meeting for final instructions to be announced later.

#### (a) Position at Start

Planes competing for Pulitzer Trophy will be sent away separately in the order of the receipt of entries.

#### (b) Method of Start

Starting time will be taken when plane crosses starting line between marks defining this line.

(c) No contestant shall start before he receives the starting signal.

(d) Any contestant, having once started, cannot receive another start. However, he may complete the race, if turned down, provided he can do so before 5:30 p. m.

#### 4. The Finish

The finishing time will be taken when each plane crosses the finish line between the marks defining this line, after having completed the full course of approximately 240 miles.

#### 3. The Winner

Of each first place shall be the pilot who has completed the full course in the shortest elapsed time, and of each second place the second best time, etc., provided the pilot is not disqualified. The Pulitzer Trophy will be awarded to the Club represented by the winning pilot and the prize money paid to the victor of the winning airplane. Agreements between pilots and contestants as to their proportional share of the prize money

will be signed by the Contest Committee, who will pay the prize money in accordance with agreements in writing between pilots and contestants, presented to the Contest Committee prior to the race or within twenty-four hours after the finish of the race.

#### 6. Qualifications

Same as for Event No. 2

#### 7. Disqualifications

Same as for Event No. 2

#### 8. Rules of the Race

(a) All airplanes only compete with pilot only.

(b) A plane overtaking must hold its altitude and a true course, in order that it may not in any way impede or interfere with a faster overtaking plane.

(c) A plane overtaking a slower plane shall never pass or attempt to pass between that plane and any pylons or markers unless marking a turning point.

(d) After crossing the finishing line, all planes shall continue on their course until they have attained the altitude of 2,000 ft., then they may turn and return to the field, and land in that part of the field assigned for landing and in so doing shall not cross the course or finish line.

(e) Pilots shall pass all turning points in plain view of the observing officials stationed at each turning point and at an altitude of not over 500 ft.

(f) Penalties: "Any competitor who has failed to turn a stake properly may validly continue on the course provided he makes a complete turn of the end stake and then continues his trip in the same direction." (F. A. I. Rules, Art. 112).



The Pulitzer Transport F4 (400 hp Liberty), entered by the Army Air Service in Aviation Country Club of Detroit Trophy race, Oct. 12, for light commercial airplanes

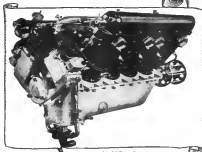






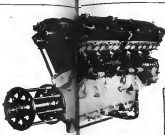


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Engine Builders' Trophy Race

Model E-3 Liberty—300 H.P., 1,700 lbs.  
The most used engine among smaller  
engines. Known for long life and reliability.



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Model T-2—100 H.P., 1,100 lbs.  
The most up-to-date development  
in high-powered aircraft engines.

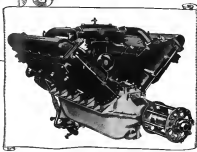
## FOREMOST THE AIR

THIS organization's valuable war record of production of over 6,000 engines has always led in American aeronautical engine production. Beginning with the 150 H.P. Hispano 1916, and later the larger 300 H.P. model of the same, has brought to bear this valuable experience and in the refinement of the two models—the E-3 and T-2 Superlighter.

Perhaps an even greater feat has been the design and development of the new Model T-2, as well as several other air and water.

Across the pages of history the name WRIGHT stands out boldly in all the aeronautical engineering, and this company with its designers and its experienced production organization continue to give to the World of Aviation's power.

for  
"AIR  
SERVICE"



Entered in the Pulitzer  
Trophy Race

Model 30-3 Superlighter—100 H.P., 1,100 lbs. The most efficient power unit in the world today.

# WRIGHT AERONAUTICAL CORPORATION

PATERSON, NEW JERSEY, U. S. A.

Graduated from School of Military Administration, Berkeley, Calif., assumed flying training at Rockwell Field, San Diego, Calif., and at Dayton Field, West Point, Mass. Assigned to duty overseas, but American signed papers to his departure, and he was transferred to Carleton Field, Arcadia, Tex., as student flyer.

Participated in the Pulitzer Race at Mitchell Field, L. I., N. Y., in 1929, piloting a DH4 airplane and finishing 9th in 24 minutes.

Pilot, Martin Bomber.

#### Lieut. Levi L. Beery

Born Sept. 7, 1888, at Nelson, Ia. Graduate of Drake University, Des Moines, Iowa.

Graduated from School of Military Administration, completed flying instruction and commenced 2nd lieutenant, Aviation Section, July 16, 1918. Served at Camp Field, Wichita, Kans., and Camp Dick, Dallas, Tex., during the war. Received advanced flying training at Ellington Field.

During the period of flying instruction against aerial results at Langley Field, Va. Served along Mexican border, having over 100 hours' patrol flying. Participated in many cross-country flights, some ranging from 100 to 500 miles in length. Alternate for Lieut. Charles M. Conner.

#### Lieut. Gerald E. Ballard

Born at Oakland, Olan County, Calif., Mar. 3, 1889. Graduate of Princeton University, Princeton, N. J., 1912. Eight years practical experience with internal combustion engines.

Enlisted Aug. 6, 1917, in Aviation Section, Signal Corps, at Angel Island, Calif. Promoted to Master Signal, Communication, and rated as Aviation Mechanician. Discharged to accept commission as 2nd lieutenant, Oct. 2, 1918. Received flying training at Scott Field, Belleville, Ill. Served at Aviation Repair Depot, Dayton, Ohio.

Now on duty at Fairfield Air Intermediate Depot, Fairfield, Ohio. Has had considerable experience in flying airplanes. Pilot, Martin Bomber.

#### Lieut. Charles B. Austin

Born June 7, 1881, at Yonkers County, N. Y. Graduate of DePue University, instructor in Mathematics at this institution.

Graduated from School of Military Administration, University of Illinois, received flying training at Kelly Field, Waco, Tex., and commenced 2nd lieutenant, Aviation Section, Mar. 30, 1918. On duty at Camp Dick, Dallas, Tex., then sent to Ellington Field, Houston, Tex., where he completed course for bombing pilots. Ordered to duty overseas, and stationed in England, where he served as Commander of Flight A, 18th Aero Squadron, and later as commander of squadron. In command of 8th Aero Squadron from Oct. 11, 1918, until return to United States.

Now on duty in Charge of Flying at Fresno Field, Fresno, Calif. Zone.

Attempted cross country flight over the Caribbean Sea from France Field to United States, with intermediate stop at St. John, Oct. 1, 1928, but after completing 800 miles the journey terminated badly when, when damaged his propeller and forced him to return to France Field.

Now on duty at Langley Field, Va.

Alternate for Lieut. Gerald E. Ballard.

#### Lieut. Philip Melville

Born Nov. 18, 1895, at Boston, Mass. Received his education in England.

Graduated from School of Military Administration, Austin, Tex., Aug. 11, 1917. Commenced 1st lieutenant, Aviation Section, Mar. 12, 1918. Received flying training in Italy, and as flying instructor in Great Britain, Italy, France, and served in England. Decorated with Gold Eagle and Cross of Air Service, Royal Italian Army, and with the Italian War Service Medal.

Assigned to the United States with 140th Aero Squadron and served at Langley Field, Va., and at the Aberdeen Proving Grounds, Md.

Pilot, Martin Bomber.

#### Maj. John H. Pirie

Born, Texas, Nov. 28, 1882. Graduate of Texas Agricultural and Mechanical College, Temple, Tex.

Appointed 2nd lieutenant, Coast Artillery Corps, Sept. 5, 1904. Promoted 1st lieutenant Aug. 20, 1909; captain, July 1, 1910, major (temp.) May 1, 1912. Lieutenant-colonel, 1918. Graduated from School of Military Administration, University of Illinois, 1918. Discharged as captain of the Coast Artillery Corps. Transferred to Air Service a major. Completed primary flying training at Carlisle Field, Ardmore, Pa., and advanced flying training at Birmingham Field at Kelly Field, Tex.

Now on duty at Aberdeen Proving Grounds, Md., as commanding officer of Air Service troops.

Alternate for Lieut. Philip Melville.

#### Lieut. Erik H. Nelson

Born in Stockholm, Sweden, June 10, 1888. Accompanied motor expert. Took no mechanical engineering course at university but two years' practical experience in United States and abroad as internal combustion engine. With Curtiss Airplane Co. as mechanical motor expert.

Graduated from Ground School, Aviation Section, Signal Corps, Jan. 18, 1918. Served flying instructor at Ellington Field, Houston, Tex., and commenced 2nd lieutenant, Aviation Section, Apr. 22, 1918. Served as advanced cross-country flying instructor at Ellington Field. Experiencing flying the airplane during experience in early fall of 1918, and his energy and mechanical experience contributed largely to the success of the expedition. Is considered one of the best aviators now in the Air Service on planes and engine.

Commenced as 2nd lieutenant in Air Service, December 1, 1918, and assigned to duty as test pilot and maintenance officer at Engineering Division, McCook Field, Dayton, Ohio.

Participated as pilot in the Bunting endurance flight from Langley Field, Va., in 1921. Total flying time 1280 hr.

Home address: Montclair, N. J.

Pilot of Martin Bomber.

#### Lieut. Wendell B. Brookley

Born, May 31, 1906, at Jamaica, N. Y. Student of the University of Nebraska.

Completed ground school, Aviation Section, Signal Corps, June 30, 1918, commenced Apr. 5, 1919, receiving flying instruction at Kelly Field, San Antonio, Tex. Served as Officer in Charge of Flying at Brooks Field, San Antonio, Tex. Served two years of test pilot, in the Air Service, assigned to Post Field, Fort Bel, Ohio, as test pilot in U. S.

Participated in American Legion Aerial Derby at Kane County, N. Y., Nov. 21, 1922. Now on duty at McCook Field, Dayton, Ohio, as test pilot.

Home address: Edgemoor, N. J.

Alternate for Lieut. Erik H. Nelson.

#### EVENT NO. 3—LIGHT COMMERCIAL AIRPLANES

#### Lieut. Oakley G. Kelly

Born Dec. 3, 1902, at Geneva, Pa. Student at Green City College. Considerable experience as gas engine.

Graduated from School of Military Administration, Berkeley, Calif., received flying training at Rockwell Field, San Diego, Calif., and commenced 2nd lieutenant, Aviation Section, Signal Corps, May 1, 1918. Graduated from Aerial Observer School, Rockwell Field. Gift as flying instructor at San Diego Field. Has had considerable experience in cross-country flying.

Now on duty at Engineering Division, McCook Field, Dayton, Ohio, as test pilot.

Home address: 306 N. Broad Street, Green City, Pa. Pilot, Fisher Transport.

#### Lieut. R. S. Worthington

Born at Minneapolis, Minn., Dec. 27, 1883. Graduate of Leland Stanford University. Civil Engineer. Chief Engineer, Western Shipbuilding Corp. Served in California National Guard for Southern coast. Member of Institute

Officers Training Camp at Presidio of San Francisco, Calif., and commissioned in Infantry Reserve Corps.

Transferred to Air Service, graduated from School of Military Administration, Austin, Tex., Feb. 1, 1919, completed flying instruction at Rockwell Field, San Diego, Calif. Served as flying instructor and instructor in military drill and mapping. Participated in Transcontinental Infantry Test flight in October, 1918, won 1st place in speed test.

Went to East, and 2nd place in speed test for the round trip. Completed course of instruction at the Air Service Engineering School, Dayton, Ohio.

Now on duty at McCook Field, Dayton, Ohio.

Home address: 603 Rodriguez St., Waukegan, Calif.

Alternate for Lieutenant Kelly.

#### Maj. Fred H. Coleman

Born Dec. 23, 1880, Ark. Graduate of the U. S. Military Academy, June, 1902. Commenced 2nd lieutenant 1904. Served, June 14, 1907, 1st lieutenant, Ordnance Dept., July 1, 1908. Reassigned from service Aug. 28, 1907. Factory representative of Westinghouse, McCook Field, Dayton, Ohio. Appeared major (temporary) Air Service, Feb. 16, 1920. Permanently appointed major, Air Service, Feb. 11, 1921. Received primary flying instruction at Carlisle Field, Ardmore, Pa., and advanced flying training at Birmingham Field at Ellington Field, Houston, Tex. Rated as airplane pilot.

Now on duty at McCook Field, Dayton, Ohio.

Home address: 1247 N. 10th Street, Waukegan, Pa.

Alternate for Lieut. Harold R. Harris.

#### Lieut. Harold R. Harris

Born Dec. 29, 1885, at Chicago, Ill. Student, University of Southern California. Graduated Thayer College of Technology, Pasadena, California.

Ordered to duty overseas and received flying training as pilot. On duty as performance test pilot on multi-engine aircraft in Italy. Upon return to United States, soon was assigned to duty at McCook Field, Dayton, Ohio, as test pilot. Graduate of Engineering School at McCook Field, Dayton, Ohio. Served as Chief of Flying Section, McCook Field. Has a total of 967 flying hours on various types of airplanes.

Now stationed at McCook Field, Dayton, Ohio.

Home address: 623 S. Buena Vista, Los Angeles, Calif. Pilot, 1241th (Heavyweight) Express.

#### EVENT NO. 4—OBSERVATION TYPE, 2-PASSENGER AIRPLANES

#### Lieut. Benjamin R. Martin

Born at Platts City, Mo., Apr. 25, 1887. Student at West Military Academy and West Joplin College.

Graduated from School of Military Administration, University of Illinois, June 1, 1918. Received primary flying training at Chanute Field, Chanute, Mo., and training as bombardment pilot at Ellington Field, Houston, Tex. Commenced 2nd lieutenant, Aviation Section, Signal Corps, Aug. 24, 1918.

Now on duty at Service Mission School, Chanute Field, Chanute, Mo., as parachute master. Has had approximately 500 hr. of flying, 140 of which is in DH4 type.

Now on duty in Supply Division, Office Chief of Air Section, Washington, D. C.

Home address: Platts City, Mo.

Pilot, 1241th.

#### Lieut. Frank M. Paul

Born Nov. 20, 1903, at Middletown, Ia. Student, University of Illinois. Experienced as automobile and motor engine.

Graduated from School of Military Administration, University of Illinois, completed flying training at Kelly Field, San Antonio, Tex., and commenced 2nd lieutenant Feb. 15, 1919. Served as flying instructor at service mission school, Chanute Field, Chanute, Mo., as patrol pilot along Mexican border. Has a total flying time of 362 hr., 484 of which as DH4.

Now stationed at Chanute Field, Chanute, Mo.

Home address: 603 E. Springfield Avenue, Champaign, Ill. Alternate for Lieut. Harris.

#### Lieut. James D. Givens

Born at Uniontown, Ky., Apr. 7, 1905.

Graduate of School of Military Administration, Austin, Tex., completed flying training and commenced 2nd lieutenant, Aviation Section, Signal Corps, May 21, 1918. Promoted 1st lieutenant, Oct. 1, 1918. Served as flying instructor at Chanute Field, Tex., as formation flying. Completed advanced flying course at Aerial Observation School, Post Field, Fort Bel, Ohio.

Participated in American Legion Derby at Kane County, N. Y., Nov. 21, 1922.

Now on duty at Chanute Field, Chanute, Ill. Has a total flying time of 1084 hr., 335 of which as DH4 airplane.

Home address: Uniontown, Ky. Pilot, 1245th.

#### Capt. Ernest Clark

Born Dec. 13, 1884—Indiana. Served four years in the Revenue Army and 10 years with Indiana National Guard, during which National Guard along the Mexican border as aid to Gen. E. H. Lewis.

Commenced 1st lieutenant, Signal Corps, Nov. 14, 1907, and served as 1st or 2nd lieutenant, Signal Corps, Nov. 14, 1907, and served as 1st or 2nd lieutenant, Signal Corps, Nov. 14, 1907, and served as 1st or 2nd lieutenant, Signal Corps, Nov. 14, 1907.

Completed flying training and commenced 2nd lieutenant, Aviation Section, July 17, 1918. Flying instructor at Brooks Field, San Antonio, Tex., as Support System. Graduated as parachute instructor from Air Service Mechanism School at Kelly Field, San Antonio, Tex.

Now on duty at Chanute Field, Chanute, Ill. Total flying time 1237 hr., of which 569 hr. are on DH4 planes.

Home address: Winfield, Tenn. Pilot, 1245th.

#### Lieut. Warren R. Carter

Born July 31, 1898, at Winfield, Tenn.

Enlisted in Aviation Section, Signal Corps, Oct. 4, 1917. Completed flying training and commenced 2nd lieutenant, Aviation Section, July 17, 1918. Flying instructor at Brooks Field, San Antonio, Tex., as Support System. Graduated as parachute instructor from Air Service Mechanism School at Kelly Field, San Antonio, Tex.

Now on duty at Chanute Field, Chanute, Ill. Total flying time 1237 hr., of which 569 hr. are on DH4 planes.

Home address: Winfield, Tenn. Pilot, 1245th.

#### Lieut. Edwin R. Bobbins

Born at Grants Pass, Oregon, Oct. 13, 1896. Cadet, U. S. Naval Academy, 1916.

Graduated from School of Military Administration, Austin, Tex., completed flying training and commenced 2nd lieutenant, Aviation Section, July 17, 1918. Flying instructor at Brooks Field, San Antonio, Tex., as Support System. Graduated as parachute instructor from Air Service Mechanism School at Kelly Field, San Antonio, Tex.

Now on duty at Chanute Field, Chanute, Ill. Total time in the Air Service, 1084 hr., 335 of which as DH4 airplane.

Home address: 603 N. 8th Street, Grants Pass, Ore.

Alternate for Lieut. Warren R. Carter.

#### Maj. Follett Bradley

Born, Fort Omaha, Neb., Feb. 12, 1894. Graduated from U. S. Naval Academy in 1919; commenced in the Field Artillery in 1911.

One of the early flyers in the U. S. Army. Made several flights in the early days of the war, as an observer with operations in military flying. After serving a detail in the Ordnance Department, assigned during the War to the Air Service, and ordered to duty overseas, where he made extensive flying as flying instructor at service mission school, Chanute Field, Chanute, Mo., as patrol pilot along Mexican border.

Now stationed at Chanute Field, Chanute, Ill.

Home address: 603 E. Springfield Avenue, Champaign, Ill. Alternate for Lieut. Harris.

Home address: 603 E. Springfield Avenue, Champaign, Ill. Alternate for Lieut. Harris.

**Lt. Maj. Frederick L. Martin**

Born Nov. 28, 1895, Ind. Graduated in mechanical engineering from Purdue University.  
Commissioned 2nd lieutenant, Coast Artillery Corps, Sept. 25, 1915; promoted 1st lieutenant Mar. 11, 1917, captain July 1, 1919. Transferred to Air Service with rank of major July 1, 1920. Graduated from Coast Artillery School in 1917. Detailed to the Air Service during the War, and served in Washington, D. C., and overseas in connection with supply service. Received flying training at Bolling Field, D. C., and at Carlisle Field, Arizona, Fla. Completed advanced training as bombardier pilot at Kelly Field, Tex., and received a commission in the Aug. 14, 1920.  
Now on duty at Charlotte Field, Houston, Tex., as commanding officer. Total flying time 381 hr.  
Alternate to Maj. Follett Bradley.

**Lieut. J. J. Koenig**

Born Elkhart, N. Y., July 24, 1902. Student of the University of Michigan.  
Commissioned in the Infantry during the War, transferred to Aviation Section, Royal Corps, and assigned to duty at Kelly Field, San Antonio, Tex. Served at Maxwell, Ala., May 29 to Sept. 24, 1918, then detailed as an instructor at Army Training Corps Unit. Transferred to Kelly Field, Tex., Dec. 1, 1918, for flying instruction. While at Kelly Field, completed 35th Aero Squadron, also served as post personnel sergeant, post adjutant and executive officer. Completed flying training June 13, 1919, at Kelly Field.  
Now on duty at Columbus Field, Air Service, Washington, D. C., as Training and War Plans Section.  
Home address: 40 Grosvenor St., Buffalo, N. Y.  
Pilot of LePère.

**Lieut. John W. Monahan**

Born at Ambler, Ill., Sept. 25, 1901. Graduate of the Carter School, Chicago, Ill. Eight years experience in automobile business, selling and driving racing cars. Also had flying experience in private planes.  
Graduate of the School of Military Aeronautics, University of Illinois. Received flying training at Grinnell Field, Lake Charles, La. Served as instructor in pursuit pilotage at Dore Field, Air Service, Florida.  
Now on duty at Mitchell Field, L. I., N. Y.  
Alternate for Lieutenant Koenig.

**Lieut. Wm. L. Boyd**

Born Dec. 23, 1898, at Pittsburgh, Pa. Much pilot, structural and engine experience.  
Enlisted Nov. 25, 1917, in Aviation Section, Royal Corps, transferred to School of Military Aeronautics, University of Illinois. Completed course in primary flying and commissioned 2nd lieutenant July 31, 1919. On duty at Annapolis School at Walker Wright Field, Barlow, Okla. Received advanced flying training at Carlisle Field, Arizona, Fla. Graduated from School of Aerial Photography, Langley Field, Va. On duty as instructor in Photography and Photography Field, Va. Total time in the air approximately 1200 hr. on various different types of aircraft, including Spad, Nieuport, Fokker, Avro, Vought, Fokker and P-13.  
Home address: 3521 Perryville Avenue, Pittsburgh, Pa.  
Pilot of LePère.

**Lieut. George W. Goshard**

Born in London, England, June 15, 1895. Educated in England; entered as an A. B. return. Graduate of U. S. Military Academy, West Point, N. Y. Served in the Infantry as 2nd lieutenant, Aviation Section, Signal Corps, Aug. 7, 1919. Has thorough knowledge of engineering subjects in connection with the plotting of maps from photographic surveys and other subjects in Photography at Tidwell Field, Tex., and in some capacity at Carlisle Field, Arizona, Fla. Also served at McCook Field, Dayton, Ohio, and as Chief of Air Service, Washington, D. C.  
Had approximately 800 hr. flying time, participating in

various reconnaissance flights in connection with aerial photography and mapping work. Now stationed at Bolling Field, Washington, D. C.  
Home address: 121 Clarke St., Spassan, N. Y.  
Alternate for Lieut. Wm. L. Boyd.

**Lieut. Dale V. Gaffney**

Born at Michigan, Mar. 12, 1894. Sergeant in Massachusetts National Guard, served along Mexican Border in 1916.  
Graduate of School of Military Aeronautics, Cornell University. Completed flying training and commissioned 2nd lieutenant in Aviation Section, Royal Corps, July 6, 1920. Served at Park Field, Arlington, Texas, Camp Dick, Dallas, Tex., Brooks Field, San Antonio, Tex., Grinnell Field, Lake Charles, La., Houston Field, Houston, Tex., and Kelly Field, San Antonio, Tex. Served along Mexican border as pilot pilot. Participated in the bombing maneuvers against naval vessels at Langley Field, Va., in 1921. Served as adjutant of Attack Group of Kelly Field.  
Home address: 1925 Madison Avenue, 82 Penn, Tex.  
Pilot of the 3341A.

**Lieut. Delmar H. Dunton**

Born, Detroit, Mich., Nov. 1, 1902. Experienced in automobile trials.  
Graduate of School of Military Aeronautics, Austin, Tex., received flying training at Barrow Field, Houston, Tex., and commissioned 2nd lieutenant, Aviation Section, Royal Corps, July 28, 1921. Received advanced flying training at Etowah Field, Houston, Tex. Pursued pilot, many reconnaissance flights, mostly over water along Gulf Coast. Kelly Field, San Antonio, Tex., at Bolling Field, Md. Chicago, Mich., a distance of 1500 miles in 10 hr. 10 min. flying time. One of the most rapid trips in the world.  
Now sent and at Kelly Field, San Antonio, Tex.  
Home address: 24 Grand Court, Detroit, Mich.  
Alternate for Lieut. Dale V. Gaffney.

**Capt. Lloyd L. Harvey**

Born at Alpena, Mich., Nov. 17, 1901. In automobile business at outbreak of War.  
Was called as sergeant in Signal Corps, Feb. 17, 1917, and assigned to duty with Cavalry Aviation School at Newport News, Va. Passed R.M.A. test May 10, 1917. Served as flying instructor at Bolling Field, Md. Houston, Mich., and at Etowah Field, Houston, Tex. Commissioned 1st lieutenant, Aviation Section, Royal Corps, June 3, 1917, and assigned to duty at Kelly Field, San Antonio, Tex. Served with the American Expeditionary Force in France as pursuit pilot instructor. Completed 1st Squadron on duty along the Mexican border.  
Now stationed at Kelly Field in command of the 134 Squadron, Alameda, Cal.  
Home address: 3411 Madison St., El Paso, Tex.  
Pilot 733A.

**Lieut. Howard K. Ramey**

Born at Wapahosa, Miss., Oct. 14, 1899. Student of Mississippi Agricultural and Mechanical College. Graduated from School of Military Aeronautics, Austin, Tex., received flying instruction at Carlisle Field, Arizona, Fla., and completed 2nd lieutenant in Aviation Section, Signal Corps, Apr. 29, 1920. Served as flying instructor at Carlisle Field, Tex. Served at Grinnell Field, Lake Charles, La., and Etowah Field, Houston, Tex. Completed course of instruction at Photography School, Langley Field, Va. Has been engaged on various photographic missions.  
Now on duty at Kelly Field.  
Home address: 1211 E. 11th St., El Paso, Tex.  
Alternate for Capt. Lloyd L. Harvey.

**STEF. ED. 4-HIGH SPEED FLYING RACE****Lieut. Corlies C. Moseley**

Born July 23, 1894, at Rome, Idaho. Student at University of Southern Cal.-Garden. Graduated from University School. Engaged in contractor at outbreak of the War.

Graduated from School of Military Aeronautics, University of California, Oct. 13, 1917. Received flying training in France. Commissioned 1st lieutenant, Aviation Section, Royal Corps, May 8, 1918. Served with the 134th and 375th Squadrons, and as chief of staff of the 1st Aero Depot at France. Promoted to grade of captain May 13, 1920. Served at Coligny, Germany, with American Army of Occupation, in charge of construction of proposed First Air Depot. While in Germany, assigned to duty as chief of staff of the Air Corps Office. Upon return to the United States assigned as executive and recreational officer at Carlisle Field, Arizona, Fla. Served as office Chief of Air Service, Washington, D. C., Training and War Plans Division. Was advocate in London British airplane race in France in 1920.

T. B. of the Verville-Peacock motor airplane, which won the Pulitzer Trophy race in 1920 at Mitchell Field, L. I. Made by the course of slightly more than 132 miles in 44 min. 25.5 sec., an average speed of approximately 175 m.p.h.  
His total flying time is 4000 hr., 70% of which being on pursuit type of ships. Now on duty at McCook Field, Dayton, Ohio, as airplane test pilot.  
Home address: 645 W. 10th Street, Los Angeles, Calif.  
Pilot of VCPI, 689 h.

**Lieut. Ralph Wade**

Born at Casper, Mich., Feb. 3, 1898. Served with 1st North Dakota National Guard along the Mexican border in 1918. Member of the First Infantry Infantry Training Camp at Fort Sheridan, Ill., May, 1917.  
Was assigned to Aviation Section, Signal Corps, as flying pilot and sent to Toronto, Canada, for training as a pilot. Passed all tests and returned to United States, being assigned to the 11th Aero Squadron. Performed cross-country flying, advanced flying and reconnaissance work. Commissioned 1st lieutenant Dec. 27, 1917. Assigned to duty overseas as commanding officer of the 129th Aero Squadron, Feb. 10, 1918. After further flying training in England, assigned to 2nd Aviation Instruction Center, France, March 21, 1918. Was named director of dual control instructor and test instructor. Served as executive instructor on Aero airplanes during July and Aug. 1918. Then returned as test pilot in Acceptance and Inspection Department, working in field of various flying fields and being twice testing out and accepting planes for the American Government. During his flying experience he has piloted over forty different types of planes, all foreign manufacture, including French, German and American planes.  
Estimated time in the air over 1500 hr., including time as instructor.

Participated in several high altitude flights in Martin B-10 at North Island, Nevada, altitude record for motor plane with same type air passenger on June 12, 1922, when he reached 10,000 ft.

Now on duty as test pilot at McCook Field, Dayton, Ohio.  
Home address: 1014 East 12th St., Casper, Mich.  
Alternate for Lieut. C. C. Massey.

**Lieut. R. L. Mangan**

Born Mar. 29, 1895, at Logan, Utah. Graduate of Utah Agricultural College. In ranching business at outbreak of the War. Served in the Infantry at Camp at Presidio of San Francisco, Calif., and commissioned 2nd lieutenant, Infantry. Assigned his commission to join the aviation service. Graduated from School of Military Aeronautics, Infantry, Calif. Nov. 15, 1917. Assigned to duty overseas and received flying training in pursuit pilot at the 2nd Aviation Instruction Center, France, piloting Nieuport, Spad, Morane Parasol and Sopwith-Camp planes. Commissioned Nov. 22, 1917, and assigned to the 128th Squadron, Aviation Section, Signal Corps. Served in France with one break out first for exceptional bravery and service in action. Officially credited with twelve downed four enemy aircraft. Participated in Transatlantic flight, Oct. 28, 1920, from New York to London. Has over 900 flying hours to his credit, mostly on Biplane and Spad. Now on duty at Mitchell Field, N.Y., California.  
Home address: River Heights, Logan, Utah.  
Pilot of Curtiss C-118, 373 hr.

**Lieut. Bushrod Hoppin**

Born Feb. 23, 1895, at Fort Wagoner, N. M. Educated in High School, D. C., and at University of Washington, D. C. for one year. Manager of Aero Supply House.  
Graduated from School of Military Aeronautics, Princeton, N. J., and received flying training in France and completed course in primary flying at Bolling Field, D. C., June 22, 1919. Experienced in flying Farmaco, Sopwith, Morane, 383A and Curtiss Biplane. Graduated from Air Service Mechanics School, Kelly Field, as perceptor in September, 1919. Now on duty at Kelly Field, D. C., as pilot. Now stationed with Organized Reserve, Baltimore, Md.  
Home address: Washington Apartments, Washington, D. C.  
Alternate for Lieut. E. L. Mangham.

**Lieut. L. J. Matland**

Born Feb. 8, 1895, at Milwaukee, Wis. Graduated from School of Military Aeronautics, Austin, Tex.; completed flying course and examination at Fort Snelling, Aviation Section, Signal Corps, May 25, 1918. Graduated from Aerial Military School at Tananarive Field, Alaska, Tex. On duty with Test School at Wright Field, Fairport, O., for six months. On duty in the Aviation Department, New York.  
Has over 1000 hr. of flying to his credit, 150 of which as pursuit planes. Has flown Nieuport, Spad, Sopwith-Camp, Thomas-Morse, 1918, 383, Fokker, and 383A. Has served as instructor in flying, commander. Now stationed at Bolling Field, Washington, D. C.  
Pilot Curtiss C-118, 373 hr.

**Lieut. Caleb V. Haynes**

Born Mar. 15, 1900, Mr. A. N. C. Graduate of Wake Forest College. Aeronautics, engineering and mathematics. Graduated from School of Military Aeronautics, Georgia Institute of Technology, being transferred to the Air Service after attending the Infantry Officers Training Camp at Fort Ord, Cal., and completing course in primary flying at Bolling Field, D. C., June 22, 1919, and received flying training at the 2nd Aviation Instruction Center, France. Upon return to United States assigned to duty at the Fairfax Air Intermediate Depot, Fairfax, D. Has piloted various types of aircraft, including various flying fields and has been pursuit type airplane of almost every design. Total flying time 720 hr.  
Home address: Mr. A. N. C. Atlanta, Ga.  
Alternate for Lieut. L. J. Matland.

**Lieut. E. C. Whitehead**

Born Sept. 3, 1895, at Westphalia, Kans. Student of the Kansas University.  
Graduated from School of Military Aeronautics, University of Illinois, Aug. 4, 1917. Assigned to duty overseas after completing primary flying training. Received advanced flying training in pursuit pilotage at the 2nd Aviation Instruction Center, France, and completed course in primary flying at Bolling Field, D. C., June 22, 1919. Completed Aerial Course in France. Test pilot at Bourges, France, discharged from service Jan. 10, 1919. Reassigned in Regular Army, Jan. 1, 1920.  
Served as flight instructor and flight commander at March Field, Riverside, Calif.; as Engineer Officer at Kelly Field, Tex. Participated in bombing maneuvers against naval vessels at Langley Field, Va., in summer of 1921.  
Reassigned Officer in Aviation Section, Signal Corps (Pursuit) at Bolling Field, Md. Chicago, Mich. Total flying time 1311 hr., of which 1050 were as pursuit type of ships.  
Pilot LePère, 689 h. supplies.

**Lieut. G. P. Tondollet**

Born at Ames, Iowa, Nov. 6, 1895.  
Graduated from Aviation Course Training School, completed flying training at Fort Snelling, Minn., Oct. 28, 1918, at Kelly Field, San Antonio, Tex. Graduate of Annapolis School, Walter Wright Field. Assigned to duty overseas; served with 2nd Squadron, 2nd Pursuit Group

Served with American Army of Occupation in Germany. Assigned to duty at Kelly Field, San Antonio, Tex., upon return to the United States.

Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10. Has total flying time of 1347 hrs., of which 885 has been on nine different types of pursuit ships.

Home address: 881 9th Avenue N.E., Seattle, Wash.

Alternate for Lieut. E. C. McDonald.

#### Lieut. L. B. Schulte

Born June 6, 1891 at Los Angeles, Calif.

Graduated from University of California and Stanford University. In automobile business at outbreak of war, also employed at Stanford, Calif. Aviation School.

Graduated from School of Military Aeronautics, Berkeley, Calif., and went overseas for flying training in Sept. 1917.

Completed course in Pursuit Aerial Officers in Italy. Served as test pilot at London, France; shot, downed from service in Feb., 1918, upon return from France.

Discontinued flight training for several months, then returned to aviation, characterized by his superior as a remarkable pilot. Commissioned as 1st lieutenant, Regular Army, July 1, 1919, and assigned as student officer at Aerial Observation School, Fort Ford, Fort Belk, Okla.

Now stationed at Fort Ford, Fort Belk, Okla. Has flown all types of pursuit airplanes used by American air force in France, having approximately 500 hr. flying time as pursuit pilot.

Home address: Seymour, Tex.

Pilot at Lansing, 600 hr. airplanes.

#### Lieut. J. T. Hitchcock

Born at Westminster, Tenn., Feb. 25, 1881. Graduate of High School, Washington, D. C., and Georgetown University.

With United States National Guard for three years. Graduate of School of Military Aeronautics, Annapolis, Tenn., Sept. 28, 1917. Received flying training at Rockwell Field, San Diego, Calif., at School for Aerial Observers, Fort Ford, Fort Belk, Okla., served at Love Field, Dallas, Tex. Camp Dick, Dallas, Tex., Camp Jackson, S. C., and then ordered for overseas duty.

Assigned to France with the American Army of Occupation in Germany, with the 15th Aero Squadron.

Upon return to the United States served at Mitchell Field, L. I., New York, and Selfridge Field, Mich. Classes, B-10.

Alternate for Lieut. L. B. Schulte.

#### Capt. Frank O. D. Hunter

Born Dec. 8, 1885, at Newark, N.J.

Received his Aviation School training in England, and received flying training at Park Field, Tenn. Received advanced flying instruction in France.

Commissioned 1st lieutenant, Aviation Section, Sept. 13, 1915, and assigned to duty with 1st Aero Squadron, which was sent to France with two enemy planes. Decorated with Croix de Guerre with palm after following mission: "Bitterly situated two enemy balloons, wounded in the face and blinded by blind in verminous eyes, were shot by two of my comrades. I was ordered to 'go ground.'" Officially credited with bringing down eight enemy planes.

Served as Flight Commander of 103rd Pursuit Squadron. Awarded Distinguished Service Cross with four oak leaves. Decorated from the military service at his own request, Feb. 25, 1919.

Reassigned 1st lieutenant, Air Service, Regular Army, July 1, 1920, and assigned as student officer at Fort Ford, Fort Belk, Okla., where he completed the Air Service observers' course. Assigned to duty with the 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Total flying time approximately 900 hr., having flown Spad, Sopwith-Camel, Mustang, Mustang, SES, and Thomas-Morse MB3. Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Home address: 435 Northern Boulevard, Milwaukee, Wis.

Pilot of Thomas-Morse, 800 hr.

#### Lieut. E. E. Cramaine

Born at Grand Ridge, Ill., May 25, 1903. Student at Agricultural and Mechanical College of Tenn. Graduated from School of Military Aeronautics, University of Illinois; completed flying training at Rockwell Field, San Diego, Calif., and received commission as 2nd lieutenant, Aviation Section, Regular Army, Aug. 19, 1920.

Served at Quantico Field, Lake Charles, La., Carlisle and Fort Foss, Ariz., Fla. Mitchell Field, L. I., N. Y., and in the Office of the Chief of Aerial Training and War Plans Division, Washington, D. C. Participated in the Alaskan Flying Expedition from New York to Nome, Alaska—July and Aug., 1922.

Participated in many cross-country flights, including night flights.

Total flying time 1,000 hr., 300 hr. being in pursuit type of planes. Now stationed at Mitchell Field, N. Y.

Home address: 4229 Thirteenth Avenue, Chicago, Ill.

Alternate for Capt. Frank O. D. Hunter.

#### Lieut. Clayton Bissell

Born July 28, 1906, Kana, Pa. Law student, Valparaiso University. Member of Infantry Training Camp at Fort Benning, Ga., and transferred to Air Service, assigned (pending) with Canadian Air Force at Toronto, Canada.

Transferred to Tullahoma Field, Tenn., for duty as test pilot at aircraft.

Commissioned 1st lieutenant Aviation Section, Signal Corps, Jan. 12, 1919, assigned to 2nd Aero Squadron, and ordered overseas. Served as observer in England, and assigned to active service on the front with the 14th Aero Squadron. Officially credited with the destruction of seven enemy aeroplanes. Awarded Distinguished Flying Cross by King of England for distinguished service on English front.

Assigned to command 67th Aero Squadron and served with American Army of Occupation at Cologne, Germany. Promoted to grade of captain, May 15, 1919. Upon return to United States, assigned to duty at Kelly Field, San Antonio, Tex., as Educational and Recreation Officer. Completed course of instruction at the Field Officers School at Langley Field, Va. Assigned to duty in Office of Chief of Air Service, Washington, D. C., as assistant to Chief of Air Service.

Has made numerous night cross-country flights, among them those made from Bolling Field, D. C. to Langley Field, Va.; Bolling Field to Dayton, Ohio, and Bolling Field to New York City.

Has flown practically every type of pursuit airplane built since 1917 both in the service and experimental planes.

Home address: 124 Jersey Street, Kana, Pa.

Pilot, Thomas-Morse, 680 hr.

#### Lieut. T. K. Matthews

Born at Nashville, Tenn., Nov. 5, 1906. Student at University of Montana. Represented in automobile business.

Graduated from School of Military Aeronautics, University of California, completed flying training at Rockwell Field, San Diego, Calif., and received commission as 2nd lieutenant, Aviation Section, Signal Corps, July 6, 1920.

Assigned to duty overseas, completed flying training as pursuit pilot in France, and assigned to duty with 2nd Squadron. Participated in Transcontinental flight to Indianapolis Test Flight, Oct. 3215, as alternate pilot in D-14 airplane.

Flying time 433 hrs., of which 327 hrs. have been in pursuit type of planes—B-10, Spad, Mustang, Thomas-Morse MB3. Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Home address: 844 Chestnut St., Moscow, Montana.

Alternate for Lieut. Clayton Bissell.

#### Lieut. E. H. Barkshole

Born Nov. 5, 1895, at Galesburg, Kansas, Mo. Graduate of the Missouri Agricultural and Mechanical College, Assistant State Chemist of Kentucky.

Enlisted in Aviation Section, Signal Corps, Aug. 17, 1917, on duty at Signal Corps Aviation School, Brooks, L. I., N. Y. Ordered to duty overseas. Graduated course

School of Military Aeronautics, Royal Flying Corps, Oxford, England, and assigned to duty with 41st Squadron, Royal Air Force. Commissioned 1st lieutenant, Aviation Section, Signal Corps, May 13, 1918. On duty with 41st Squadron, Royal Air Force, for four months; transferred to 25th U. S. Aero Squadron. Wrote on duty with Royal Air Force received official credit for destroying in combat three enemy aeroplanes.

Participated in other enemy aircraft, and was assigned to Headquarters Field, L. I., N. Y., upon return to United States.

Now stationed at Mitchell Field, L. I., N. Y. Total flying time, 1268 hr., 408 of which as pursuit airplanes.

Home address: Galesburg, Kansas, Mo.

Pilot of Verville-Sperry, 350 hr.

#### Lieut. G. C. McDonald

Born Aug. 27, 1900, at Philadelphia, Pa. Student of the University of Pennsylvania. Mechanician on racing automobiles, also on Wright and Blount airplanes.

Graduated from School of Military Aeronautics, Ohio State University, Nov. 17, 1917. Commissioned 2nd lieutenant Aviation Section, Signal Corps, May 19, 1918. Graduated from School of Aerial Photography at Langley Field, Va. Participated in All American Philadelphia Racecourse Races in 1918, in "Toucan" and "Society" Test Flights, Oct. 1920, piloting a D-14 airplane.

Flying experience 1920 hr. in 17 different types of airplanes. Now stationed at Langley Field, Hampton, Va. Home address: 1200 Locust Street, Philadelphia, Pa.

Alternate for Lieut. E. H. Barkshole.

#### Capt. St. Clair Street

Born Oct. 5, 1909, Washington, D. C. Enlisted as Sergeant in Aviation Section, Signal Corps, Dec. 8, 1916, and assigned to active flying instruction at Carlisle Aviation School, Newport News, Va.

Graduated from Ground School, Ohio State University, July 24, 1917, and after completing flying instruction at Rockwell Field, completed 1st lieutenant flight July 17, 1917. Assigned to duty overseas and received advanced flying training at London, France. Promoted to grade of captain, Nov. 8, 1918.

Received course of duty as observer in command of 31st Aero Squadron, later as Officer in Charge of Flying at various fields, including the Third Aviation Instruction Center. Upon return to duty in United States assigned to Headquarters Field, L. I., N. Y., later to Office of Air Service, Washington, D. C. Commissioned the Alaskan Flying Officer.

Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Home address: 1615 Bessie St., Washington, D. C.

Pilot, Verville-Sperry, 320 hr.

#### Lieut. Valentine S. Miles

Born, San Francisco, Calif., Feb. 15, 1907. Student of Andrew Collins. Conducted experiments for 3 years with one-engine gliding machines.

Graduated from School of Military Aeronautics, University of California, Aug. 25, 1917. Received flying instruction in France; assigned to duty with 25th Aero Squadron; commissioned 1st lieutenant, Aviation Section, Signal Corps, May 13, 1918. Discharged from the service shortly after the Armistice, received course of duty as observer in England, and received flying training as pursuit pilot at Ellington Field, Houston, Tex., and sent to Carlisle, Pa., for 2nd semester course in flying and upon completion of same assigned to Langley Field, Va., for duty, where he is now stationed.

Total flying time 580 hr., 380 hr. as pursuit type of airplanes, including Mustang, Spad, Sopwith-Camel, Thomas-Morse, MB3A, D-14B and D-14B1.

Home address: 414 Alameda, Berkeley, California, Calif.

Alternate for Captain St. Clair Street.

#### Lieut. Fonda B. Johnson

Born Mar. 25, 1894, at Clyde, N. Y. Graduate of College University. Instructor in Chemistry at College University. Completed flying instruction and commissioned 2nd lieutenant, Aviation Section, Signal Corps, Oct. 25, 1918. Completed course in pursuit piloting and aerial maneuvers, served at Taylor Field, Montgomery, Ala.; and Rockwell Field, San Diego, Calif. Served as Engineering Officer and Test Pilot for 10th Squadron at Ellington Field, Houston, Tex. for six months.

Received course of duty as observer in England, and received flying training as pursuit pilot at Ellington Field, Houston, Tex. for six months.

Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Home address: 1365 25th Street, N.W., Washington, D. C.

Pilot of Verville-Sperry, 320 hr.

#### Lieut. Kenneth N. Walker

Born at Corvallis, N. J., July 17, 1896.

Graduated from School of Military Aeronautics, Berkeley, Calif.; completed flying training; commissioned 2nd lieutenant, Aviation Section, Signal Corps, and assigned to Miller Field, Mills, Calif., for duty. Transferred to Berres Field, Fort Worth, Tex., for duty as flying instructor. Has served as flying instructor at primary flying school, last test pilot, emergency test pilot, and observation pilot. Completed course as student for Aerial Observers at Fort Ford, Fort Belk, Okla. Has flown all types of training ships, also the D-14, Fokker and SES.

Total flying time: 1580 hr. Now stationed at Fort Ford, Fort Belk, Okla.

Home address: 1555 Clarkson St., Denver, Colo.

Alternate for Lieut. F. B. Johnson.

#### Capt. Burt E. Skell

Born, Ohio, May 5, 1904.

Commissioned 2nd lieutenant, Infantry OTC, Aug. 15, 1913. Captain of Infantry, Aug. 12, 1918. Transferred to the Air Service and completed primary flying training at Carlisle, Pa., and Rockwell Field, Houston, Tex., receiving rating as pursuit pilot.

Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Home address: 1915 Chapman Avenue, East Cleveland, Ohio.

#### Pilot of MB3

#### Capt. Albert M. Guiders

Born New York City, Aug. 27, 1892. Civil Engineer. 2nd

lieutenant Civil Aviation, New York National Guard. Promoted 1st lieutenant July 28, 1917.

Completed course at School for Aerial Observers at Langley Field, Va. Aug. 1, 1919. Sent to duty overseas and served as aerial observer in France with the 10th Aero Squadron.

Upon return to United States assigned to Carlisle Field, Ariz., Fla. for pilot training, and later at Ellington Field, Houston, Tex., for pilot training. Now on duty with 1st Group (Parent) at Selfridge Field, Mich. Classes, B-10.

Home address: 341 Jackson St., Kilmont, N. Y.

Alternate for Capt. B. E. Skell.

#### Lieut. Benjamin R. McBride

Born, Georgia, Jan. 8, 1887. Graduate of the United States Military Academy; 2nd lieutenant of Infantry, June 18, 1918. Promoted 1st lieutenant, Oct. 10, 1919.

Transferred to the Air Service, completed primary flying instruction at Carlisle, Pa., and Rockwell Field, Houston, Tex. Received flying training as pursuit pilot at Ellington Field, Houston, Tex.

Home address: 1432 Massachusetts Avenue, Washington, D. C.

#### Pilot of MB3

#### Lieut. Walter H. Reid

Born May 17, 1890, Kansas. Appointed 1st lieutenant, Officers Reserve Corps (Inf.) Nov. 27, 1917.

Transferred to the Army Air Service. Completed course in aerial gunnery at El Paso, Texas. Transferred to Charlotte Field, Houston, Tex. Transferred to Gunter Instruction. Received flying training at Kelly Field, Fort Worth, Tex. Rated as Airplane Pilot, Oct. 13, 1933. Completed course in pursuit piloting at El Paso, Tex., Apr. 21, 1935.

New stationed at Selfridge Field, Mt. Clemens, Mich.  
Home address: 218 S. Knicker Avenue, Columbus, Kans.  
Alternate for Lieut. Roy B. McHardy.

#### Capt. H. M. Elmendorf

Born, New York, Jan. 3, 1895. 2nd Lieutenant, Infantry, GSC Aug. 15, 1917; Captain, Oct. 33, 1918. Instructor at Infantry School, Camp Benning, Ga.  
Transferred to the Air Service as Captain Mar. 19, 1921. Received primary flying training at Carlstrom Field, Arcadia, Fla., and advanced (pursuit) flying training at Elvington Field, Houston, Tex. Rated as Airplane Pilot. Assigned to duty with the 1st Group (Pursuit).

New stationed at Selfridge Field, Mt. Clemens, Mich.  
Home address: 317 Elm Street, Ithaca, N. Y.  
Pilot of MBS.

#### Capt. Vincent B. Deane

Born, Virginia, Nov. 12, 1894. Graduate of the Virginia Polytechnic Institute, 1916, in Electrical Engineering. Commissioned 2nd Lieutenant, Cavalry Corps, Nov. 30, 1916, and promoted 1st Lieutenant. Promoted Captain, Coast Artillery Corps, Aug. 1, 1918. Graduated from Coast Artillery School, 1918.

Transferred to the Air Service with rank of Captain, Aug. 1, 1919. Completed primary flying training at Carlstrom Field, Arcadia, Fla., and advanced (pursuit) flying training at Elvington Field, Houston, Tex. Rated as Airplane Pilot, Aug. 10, 1921.

New stationed at Selfridge Field, Mt. Clemens, Mich.  
Home address: 165 Virginia Avenue, Thebes, Va.  
Alternate for Capt. H. M. Elmendorf.

#### Lieut. Donald F. Stone

Born, Maryland, July 4, 1900. Graduate of the United States Military Academy and commissioned 2nd Lieutenant, Coast Artillery Corps, July 2, 1920. Promoted to grade of 1st Lieutenant. Graduate of the Coast Artillery School.  
Transferred to the Air Service, completed primary flying training at Carlstrom Field, Arcadia, Fla., and advanced (pursuit) training at Elvington Field, Houston, Tex., being MBS and TMB.

New on duty with 1st Group (Pursuit) at Selfridge Field, Mt. Clemens, Mich.  
Home address: 218 Wellington Avenue, Grand Rapids, Mich.  
Pilot of MBS.

#### Lieut. Roy B. Mosher

Born, Chicago, Ill., July 15, 1896.  
Graduated from National Military Academy, Austin, Tex., completed primary flying training and commissioned 2nd Lieutenant, Aviation Section, Signal Corps, May 7, 1918. Received flying training as pursuit pilot at Elvington Field, Lake Charles, La.; also at the 3rd Aviation Instruction Center, France. Served as machine flying instructor with the A.E.F. as a member of the 7th Aviation Instruction Center. Upon return to the United States assigned to duty at Kelly Field, San Antonio, Tex.

New stationed at Selfridge Field, Mt. Clemens, Mich.  
Home address: 5620 Harper Avenue, Chicago, Ill.  
Alternate for Lieut. Donald F. Stone.

#### Capt. Oliver W. Berberg

Born June 22, 1894, at Manhattan, Kans. With Kansas National Guard for Southern mail, commissioned 2nd Lieutenant, Aviation Officers Reserve Corps, May 15, 1917. Transferred to Air Service and completed course for aerial observers at Fort Bliss, Fort Bliss, Okla., also completed course as aerial

gunnery at Selfridge Field, Mt. Clemens, Mich. Discharged from the service Dec. 30, 1918, at his own request, in order to complete college course. Commissioned 2nd Lieutenant, Air Service, November 1920, July 1, 1920. Completed course as pursuit pilot on Dec. 7, 1922. Promoted to grade of Captain, in rank from July 1, 1928.

New stationed at Selfridge Field, Mt. Clemens, Mich., in duty with 1st Group (Pursuit).  
Home address: 1719 Humboldt St., Manhattan, Kans.  
Pilot of MBS.

#### Lieut. Robert R. Yeager

Born, Ohio, Oct. 8, 1905. Graduate of the United States Military Academy. Commissioned 2nd Lieutenant, Coast Artillery Corps, Nov. 3, 1918. Promoted 1st Lieutenant, Oct. 4, 1919. Graduate of the Coast Artillery School.

Transferred to the Air Service, July 30, 1920. Completed primary flying training at Primary Flying School, Carlstrom Field, Arcadia, Fla., and advanced flying training (pursuit) at Elvington Field, Houston, Tex. Rated as Airplane Pilot Aug. 18, 1921.

New on duty with 1st Group (Pursuit) at Selfridge Field, Mt. Clemens, Mich.  
Home address: 3426 Indiana Avenue, Columbus, Ohio.  
Alternate for Captain Berberg.

#### Lieut. James D. Summers

Born Nov. 25, 1906, Missouri. Served with California National Guard. Commissioned 2nd Lieutenant, Coast Artillery Corps, June 28, 1918.

Transferred to the Air Service, completed primary flying training at Carlstrom Field, Arcadia, Fla., and advanced flying training (pursuit piloting) at Elvington Field, Houston, Tex.

New on duty with 1st Group (Pursuit) at Selfridge Field, Mt. Clemens, Mich.  
Home address: 154 W. Walnut St., Pasadena, Calif.  
Pilot of MBS.

#### Lieut. Roy W. Camblin

Born, Sept. 7, 1898, at Lancaster, Tex. Graduate of School of Military Aeronautics, Feb. 28, 1919, completed flying training and commissioned 2nd Lieutenant, Aviation Section, Signal Corps, June 9, 1919, assigned to duty at Tulelake Field, Harba, Tex. Served at Pecos Field, West Point, Minn. Assigned to duty overseas, but due to signing of Armistice is assigned to duty at Carlstrom Field, Arcadia, Fla. Served at Kelly Field, San Antonio, Tex.

New stationed at Selfridge Field, Mt. Clemens, Mich., with 1st Group (Pursuit).  
Home address: Lodi, Tex.  
Alternate for Lieut. James D. Summers.

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# The World's Official Airplane Records

What Every Pilot Should Know About the F.A.I.  
Regulations Governing Records

For the benefit of pilots wishing to lower the present world's maximum speed record of Fiat Leonte (211.85 m.p.h.) there has been established a kilometer straightaway course on Safford Field which complies with all requirements of the F.A.I.

Inasmuch as airplane records are now recognized and recorded in such, thereby differentiating from land plane records, there has also been established along the same line near Safford Field a straightaway kilometer course that pilots may have the opportunity of establishing world's airplane high speed record. Instruments will be provided for those who desire other records recognized by the F.A.I. as listed below.

## WORLD'S AIRPLANE RECORDS OFFICIALLY RECOGNIZED BY THE F.A.I. JAN. 5, 1922

(F.A.I. Statute, Art. 26)

No. 1 Duration: Ed Stinson and Lloyd Herford at Roosevelt Field (Dec. 28, 1921) J-14 monoplane, 25 hr. 16 min. 35 sec.

No. 2 Distance: L. Dumontier and Jean Bernard, over the course from Villeneuve to La Marnouze, (June 2-4, 1920), Gohair Farman airplane with two 250 hp. Hispano engines.

No. 3 Altitude: Capt. Macfadyen at Dayton, Ohio, (Sept. 28, 1922) Laperre biplane, Liberty motor, 460 hp., 18,615 meters (54,509 ft.).

No. 4 (a) Speed for the Following Regulated Distances: 100 kilometers, (62.137 miles) Hirschfeld at Villeneuve (1914-15, 1921). Fiat airplane with two hp. Fiat motor, 30 min. 55 sec.

100 kilometers (124.274 miles), Georges Korch, at Villeneuve, (1st 1, 1922). Hispano-Bidage airplane, 300 hp. Hispano-Bidage motor, 38.475 sec.

500 kilometers (310.685 miles) no record.

1000 kilometers, (621.37 miles) Lucien Boncompagni and Jean Bernard over the course from Villeneuve to La Marnouze, (June 2-4, 1920). Gohair Farman airplane with two 250 hp. Hispano motors, 38 hr. 19 min. 40 sec.

1500 kilometers (750.54 miles) Lucien Boncompagni and Jean Bernard, over the course from Villeneuve to La Marnouze, (June 2-4, 1920). Gohair Farman airplane with two 250 hp. Hispano motors, 16 hr. 42 min. 9 sec.

2000 kilometers, (1241.74 miles), No record.

No. 4(b) Maximum Straightaway Speed: Fiat Leonte at Villeneuve (Sept. 28, 1922), Hispano-Bidage airplane, 300 hp. Hispano-Bidage motor, 139.275 kilometers per hour (105.22 m.p.h.).

No. 5 Records Carrying Useful Load

Duration: Useful load carried, 195 lbs (88.43 kg.) Capt. C. T. B. Hill at Cranfield, England, (June 4, 1920), Handley Page W-8 airplane with two 450 hp. Napier Lion motors, 3 hr. 25 min.

Distance: No record.

Altitude: Useful load carried 250 kg (550.3 lb.) Jean Le-Bouchier at Bougeny (July 6, 1921), Hispano-Bidage airplane, 300 hp. Hispano motor, 12,515 ft. (3,815 m.).

Following are the various classes of world's airplane records officially recognized by the International Aeronautic Federation (F.A.I.). Prospective record-breakers should particularly note that the only speed records made in a closed circuit which are recognized by the F.A.I. are those made over the so-called "regulated distances."

No. 1 Duration (referring to point of departure without landing).

No. 2 Distance (referring to point of departure without landing).

The distance shall be determined by the length of the arc of the earth's circumference—taken at sea level—that takes the vertical at the point of departure with that at the point of arrival.

(Observations shall be made according to Article 120 and the general regulations.)

No. 3 Altitude (referring to point of departure without landing) (instructions, see F.A.I.).

No. 4 Speed Records.

(a) Speeds over regulated distances.

The greatest speed obtained in the point of departure, over a distance of (Art. 142):

100 km. = 62.137 miles.

200 km. = 124.274 miles.

500 km. = 310.685 miles.

1000 km. = 621.37 miles.

and each additional 500 kilometers (310.685 miles).

(b) Maximum Speed.

1. The maximum speed is tested over a straight course of one kilometer (Art. 142). During each attempt the competitor must fly over the course twice in each direction, permitting the tests to be taken in accordance with (P. 3) in one sequence flight (without landing), and at a maximum altitude of 50 meters (164 ft.). The airplane must be within the altitude (164 ft.) at a point 200 meters (656 ft.) before entering the start and at the course. The greater speed is determined as the average of the speeds in miles per hour without any correction.

2. Existing speed records can only be beaten by the maximum difference of 4 km. (2.49 m.p.h.).

3. The tests must be taken in conformity with the stipulations of the plan of the course.

No. 5 Records of Useful Load Carried.

Records of useful load carried are recognized for:

1. Duration;

2. Distance;

3. Altitude (instructions, see F.A.I.).

In the following instances of useful load carried, over and above aviator's weight:

250 kg. = 550.35 lb.

500 kg. = 1102.71 lb.

1000 kg. = 2205.42 lb.

1500 kg. = 3308.13 lb.

2000 kg. = 4409.24 lb.

and each additional 500 kg. (1102.71 lb.).

Notations should be made in advance of the attempt to establish any of these records. The afternoon of Oct. 23 has been set aside for the establishing of straightaway high speed records at which time the electric timing apparatus and the auxiliary officials will be on hand providing advance notification has been made of these attempts. On three days, Oct. 9, 10 and 11, a limited number of parked boats will be put in position (beginning at 8:00 a.m.) at Roosevelt Field, N. Y., for the purpose of observing the records.

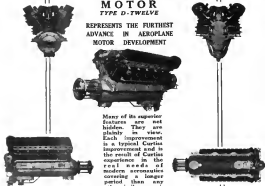
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### WAR DEPARTMENT

U. S. Air Mail No. 5148

WASHINGTON

August 31, 1922.

My Dear Mr. Editor:

I was very pleased to receive your letter of the 15th inst. relating to the editorial matter of your article in the August 1922 issue of AVIATION. I am sure that you realize my deep interest in the establishment of a commercial aeronautical industry in this country and that you entirely agree with these generalizations I have reached the growth and the success of the operations conducted by Aeromarine Airways, Inc.

With deep regret, I have noted the tendency of the Press to give as great an amount of publicity to airplane accidents because such publicity has served to make the public rather timid and somewhat afraid of air travel and to make our transportation business an unbusiness in aerial transportation. It is hoped that the press as a whole will begin to take cognizance of the fact that it would injure the editor of AVIATION and himself from a study of your operations, namely, that air transportation that can be conducted with safety in the present and with profit in the future when the organizations subject thereto are soundly founded and properly managed.

Very truly yours,

*Edw. D. Tamm*  
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1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 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